

Whig & Courier.

ROUTE 12 BURN PROPRIETORS.

C. A. BOUTWELL, EDITOR.

All business letters should be addressed to Boutwell & Burr, and communications intended for publication should be addressed to "Editor of Whig and Courier."

TUESDAY JULY 24, 1883.

Indiana Democrats say that their State will not be represented on the National Democratic ticket unless McDonald and Hendricks stop wrangling.

A Democratic contemporary sentimentously remarks: "The Republican party must go." Now, that is just what it has been doing for more than twenty years. The order was "go," and it shouldered muskets and went. It has been going ever since, and votes just as it shot. (Chicago Inter-Ocean.)

Kentucky seems to be under queer management. In 1865 the treasury rejected a sinking fund that exceeded the State debt by \$3,000,000. Since that time \$9,000,000 has been added to the fund, and yet there is but \$1,000,000 to its credit now. The Messaback Bourbons who run the State affairs are trying desperately to explain, but it seems to be a case of absorption, like the butter in the toast and the toast in the butter.

The condition of Venezuela has again become an object of serious attention to Professor Palmieri and of wondering interest to ordinary spectators. Since the 21st of June the activity of the crater has been steadily increasing, the first symptoms being the upsurge of a column of flame, visible at a great distance. Every night a fiery glow, like a gigantic crown, hovers over the summit, forming in the clear summer night a spectacle of mingled picturesqueness and terror.

The triangle is making its way among the ladies in high circles in England. The Princess Mary, Duchess of Teck, took the initiative, and her report of the value of the exercise induced her illustrious relatives to adopt it. Her Majesty recently sent orders for two machines for the use of her young granddaughters, the Princesses of Hesse; the Princess of Wales gave her eldest daughter a triangle for her birthday present last year; the Princess Louise gave a triangle herself. Many hundreds of ladies have followed the fashion thus powerfully set; and it is to be hoped many thousands more may quickly do so, since it is said that the use of the machine is very beneficial to the health.

Mr. Waterson daily grows more amiable. In a recent editorial he says: "The Courier Journal has never designed to injure the character or thwart the ambition of Mr. Samuel J. Randall." But he adds a very potent reminder to the Democracy in these words: "But, in our judgment, his election will, if it does not prove the signal for the dissolution of the Democratic party, retard to a ruinous extent the growth and progress of sound economic principles, on which the future of the party must depend." He then adds a little taffy to sweeten the dose, and closes with: "Not to fear, but in friendship, do we advise him to get out of a contest in which he has everything to lose and nothing to gain."

Considerable interest is felt in the experiments for the use of steam as an auxiliary power to the wind in propelling vessels—the idea being that a vessel on a long voyage should use her sails as much as possible when there is a good breeze and in calm or during the prevalence of very light winds should use her steam propeller. Last October the bark rigged wooden vessel Geo. S. Homer, with auxiliary steam machinery, was launched at Bath; her length was 212 feet, beam 39 feet, her tonnage 1,320, and her engines 200 horse power with two compound boilers. Using steam alone, she could make six knots an hour, requiring a consumption of only four and a half tons of coal per day. The Pacific bark sailed from New York for the Pacific coast last December, and by using steam as occasion required, the Portland (Oregon) News says she made her voyage in from thirty to forty days less time than the average voyage of a sailing vessel. The News says that experience showed that the propeller did not retard the speed of the vessel when she was using steam alone, as the blades are only three inches wider than the stern post. The News thinks that if the Homer's engines had been three hundred horse power it would have been an advantage.

The answer which the mass of men who vote the Republican ticket are making to the alleged revelations of Mr. Dorsey, says the Boston Journal, is something as follows: "The officials who were instrumental in bringing about the indictment and trial of Dorsey had it in their power to have done otherwise. He need not have been arrested or even investigated. Indeed, it is well known that those who are familiar with the Star Route matters assert that the Government had a better case against other contractors than it had against the Dorsey combination. These very men knew all that Dorsey could possibly know about the secrets of the campaign—all that he claims to know about Indiana, the raising of campaign funds and the alleged promise of a syndicate of bankers relative to the refunding of the maturing bonds. Now, if these stories of Dorsey were true and his silence could be secured by immunity, is it not probable that they would have found a way by which Dorsey could escape and others equally as guilty have been made scapegoats? Furthermore, so little was known of the Star Route irregularities, which a Democratic House had declared not to exist, that they could have been passed over. Instead of passing over or ignoring the rumors about the matter, President Garfield personally directed investigation, and when he discovered that Dorsey was implicated, he again directed Messrs. MacVeach and James to cut the matter to the bone." Had President Garfield, his associates, or the Republican managers, been in any way implicated, as Dorsey alleges, they would not have done all that they could to punish the Dorsey crowd for their misdeeds. It is because intelligent and candid men reason in this manner that the Star Route stories have fallen flat and are as good as forgotten. There is also a very general conviction on the part of those who would look at this matter impartially that the man who displayed the sublime courage of Christian fortitude which Garfield showed in the presence of death through three months of sleepless agony is not the man to be a party to such base intrigues as those which Dorsey and the Star have charged upon the dead President."

FREE TRADE LOGO.

The free trade union has a monopoly of deception. Protection deals in facts and arguments. Still we can agree with some of the statements found in free trade organs. We can agree with a statement found in one of these organs that modern history furnishes no parallel for the present condition of the finances of this country. That is true. "The credit of the nation was never so high as it is now. The Government could borrow a hundred millions to-morrow at four per cent. Twenty-three years ago it wanted to borrow six millions and only had offers of about half that sum at a heavy discount. For eighteen years the nation has been paying off its debt at the rate of about a hundred millions a year. During the term of the last Democratic free trade President the national debt was doubled, and the Treasury was bankrupted. The Republicans took the reins from free-trade drivers and with them a large debt was paid."

We should say, then, that the free trade organ is right in saying that there is no parallel in modern history for the present condition of the national finances. But the fact that we have the highest credit of any nation on the globe seems to business men a demonstration of the general wisdom of the policy of the Republican party. As we had no credit under free trade or a revenue tariff, it would be obliged if some free trader would explain why we have had high credit and general prosperity under a protective tariff. Certainly the country was not so prosperous at any time from 1867 to 1883, yet we had a tariff "for revenue only" all that time. If we had the revenue what became of it?

It was not devoted to paying off the national debt. We may say that because the funded debt increased from \$2,399,831 on July 1, 1867, to upward of seventy millions on the 1st of March, 1881. Besides this there was a large floating debt, which, added to this volume, carried the total up to eighty millions. If a revenue tariff was the best for the country, why was the public debt trebled in four years? There was no war save the Mexican war, and no extraordinary expenses save the famous marine contracts which made the fortunes of so many Democrats whose descendants now about them selves because of reform.

There is one taking for must have "shared" to consider. The revenue from the low tariff in 1860 was, in round numbers, \$53,000,000. The expenditures were \$60,000,000. This had been going on for several years. Under the tariff of 1863 the revenue was \$70,000,000. It increased annually until it exceeded \$200,000,000. "Ah, but," says these free-traders, "this income was robbed from the people of the United States." Was it? If so, then the people must have been growing poorer every year. Is that the fact? On the contrary, we find that the value of farm products had increased from \$5,563,000 in 1860 to \$10,197,000 in 1880; the value of farm products had advanced from \$27,416,951 in 1860 to \$23,213,409,584 in 1880; the value of farm implements increased from \$246,118,141 in 1860 to \$408,520,050 in 1880; the value of manufactured products advanced from \$1,885,861,676 in 1860 to \$5,359,679,141 in 1880. If the people have been robbed at the rate of hundreds of millions a year since 1863, how is it that they are three times as rich to-day as they were prior to that year? Where labor has its profits, as we see here demonstrated, who is robbed, if anybody?

WHY THE REPUBLICANS WILL REMAIN IN POWER.

(Presidential Journal.) The Presidential election of 1880 was carried as that of 1854 is likely to be, by the activity of the industrial interests of the country, supplemented by that political indifferent vote which is cast by sentimentalists and theoretic patriots. The Republican party had conservative, the Democratic party loose and dangerous financial views. The best banking system the country ever known was instituted by the Republicans; the Democrats covered more or less openly the Greenbackers. Men whose whole commercial interests were at stake confided in the policy and purposes of the Republicans as they feared the results of a Democratic victory. Even now, the Democratic New York Sun is endeavoring to assure the votes of men of financial importance by saying, despite the contradiction of the Democratic press as a whole, that a Democratic administration would not interfere with the present currency laws. That is to say, taking time by the forelock, the Sun is trying to conciliate conservative capitalists and bankers by the fear which defeated the Democracy in 1860 and no longer be indulged in.

But what is the truth? The majority of the Democratic press is pledged to agitation in the next Congress, not for a modification of particulars of the tariff, but for a reversal of its principles, as it is opposed to the statute in behalf of civil service reform, because it does not provide in terms for the removal of present incumbents. In regard, therefore, to the two issues which most interest the public mind, the Democrats are engaged in movements which would inevitably disturb the public confidence as to the law and as to its administration. This being the case, conservative men will feel in 1884 as they felt in 1880. In the natural order of events, the country next year, in consequence of good harvests, will be recuperating from a long period of commercial depression; it will be in the way of a wholesome but not speculative business; it will be cautious in relation to all disturbing influences; it will not take any risk which can be avoided. That which is expected from the Republican party will be understood, but we are not what the authoritative voice of the Democracy is regarding to those matters which lie at the foundation of national prosperity."

Mr. William Harrison McKinney, a full-blooded Cherokee, was the first Indian to graduate from Roanoke. He recently received the degree of Bachelor of Arts and is but 23 years of age, which proves good aptitude in the Indian.

Special Notices.

A POOR PIANO

L. J. WHEELDEN

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NORTHPORT.

THE FINEST RALPH BORG

REPAIRING.

TOURISTS' GOODS,

In Great Variety, including Chamols Skins, Bathing Towels, Toilet Soaps, Gents' Dressing Cases, Shaving Mugs, Brushes, &c. &c.

Fine Line Eastern and Florida Sponges. CHOICEST GRADES PERFUMERY.

COMPLETE PRESCRIPTION DEPARTMENT, Where skill, Accuracy and Best Quality are Guaranteed.

WARREN'S DRUG STORE,

WHOLESALE AND RETAIL, HAMMOND AND CENTRAL STREETS, BANGOR, ME.

Orders from Bang Harbor and Way Stations, also Northport and River Towns, Received Daily and Forwarded at once.

W. O. COLOMY & CO.,

Have a New Full Line Of NOBBY SPRING SUITS AND OVERCOATS,

Men's Fine Summer Suits, FROM \$7.00 TO \$25.00.

Boys' Suits \$3 to \$12. CHILDREN'S SUITS IN GREAT VARIETY.

HATS, TRUNKS AND RUBBER COATS. CALL AND SEE OUR NEW GOODS.

Money Always Refunded if Wanted. 3 Kenduskeag Bridge.

GRAND TRUNK

Railway Company OF CANADA.

Two Daily Expresses to Chicago and the West. Morning Express leaves Bangor, 9 A. M. Night Express leaves Bangor, 8 P. M.

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Marine Journal.

PORT OF BANGOR.

ARRIVED.

Steamer "Clanona," Bangor, for Harbor, July 23rd.

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Excursions, &c.

HANDEL EXCURSION

Monday, July 30th,

Steamer Katakadin,

leaving the wharf at Bangor at 10 o'clock sharp.

Excursion to Bangor and Fort Point, Bangor, July 30th.

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SECOND-HAND CARRIAGES

HARLOW STREET CARRIAGE REPOSITORY

Phaeton, Whiton Make.

Side Spring Top Buggy, Thoms' Make.

Concord Wagon.

Top Buggy, Lane Cross Spring.

Concord Wagon, Nearly New.

Open Box Buggy, Side Spring.

Phaeton, Whiton Make.

Side Spring Open Box Buggy, Nearly New.

End Spring Rockaway, Nice Order.

Phaeton, Nearly New.

Jump Seat Beach Wagon.

Side Spring Top Box Buggy.

Said Carriages are all in thorough repair and will be sold at extremely LOW PRICES.

WALTER F. WHITON & CO.

HARLOW STREET, BANGOR, MAINE.

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FRANK D. PULLEN & CO.

